



City Commission Work Session

Agenda

October 12, 2023 @ 1:00 PM

City Hall Commission Chambers
401 S. Park Avenue

welcome

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"If a person decides to appeal any decision made by the Board with respect to any matter considered at this hearing, a record of the proceedings is needed to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F.S. 286.0105).

please note

Times are projected and subject to change.

1. Meeting Called to Order**2. Discussion Item (s)**

- a. Discussion of Future Land Use, Transportation, Housing and Open Space/Recreation Elements of the new Comprehensive Plan 120 minutes

3. Adjournment

**item type**

Discussion Item (s)

meeting date

October 12, 2023

prepared by

Jeffrey Briggs, Director of Planning and Zoning

approved by

Kim Breland, Deputy City Clerk

subject

Discussion of Future Land Use, Transportation, Housing and Open Space/Recreation Elements of the new Comprehensive Plan

motion | recommendation

Concurrence on the proposed changes and directions for further amendments.

background

The City's Comprehensive Plan was last adopted in 2017 and every seven years, the City must revise and update the Comprehensive Plan. The deadline for Winter Park is adoption by February 2024.

There are very few changes that the staff recommend, but given the passage of time, there are some policies that need to be added or modified to reflect current thinking and priorities.

This Planning and Zoning Board has now recommended approval of all of the changes to the Comprehensive Plan following their public hearings on September 5, 2023 and October 3, 2023..

Attached is a list of the changes recommended. In addition, there will be some discussion from Michael Perlman about the Open Space and Recreation element. The staff understands that there are no specific changes proposed to that element, but more of an opportunity to discuss the priorities for future parks given the differing characteristics of active or passive, recreation facility-based or just green space and the geographic distribution.

strategic objectives**alternatives | other considerations**

fiscal impact

attachments

1. List of Changes - Ch 1-3

List of Comprehensive Plan GOP Changes

Chapter 1 Future Land Use

Policy 1-1.2.3 City Charter Provisions. Pursuant to Section 2.08(c) of the City Charter, the affirmative vote of at least four (4) members of the city commission shall be required for the approval of the following matters:

(a) Comprehensive plan future land use map amendment or change in use of park land to a use that is not a recreational or park use;

(b) Comprehensive plan future land use map amendment or change in use of land currently zoned public and quasi-public (PQP) district or zoned parks and recreation (PR) district;

(c) Comprehensive plan future land use map amendment of lakefront property from a residential use to a commercial use, mixed-use, medium-density residential use, or high-density residential use;

(d) Approval of a comprehensive plan future land use map amendment that changes the use of property from a residential category to a non-residential category, except that this subsection does not apply to changes from a residential use to a public, quasi-public or recreational use;

(e) Approval of a comprehensive plan text or map amendment or land development code amendment that increases the maximum allowed residential units per acre (density) or floor area ratio (intensity) by more than twenty-five (25) percent from the existing maximum allowed residential units per acre or floor area ratio; in evaluating floor area ratio increases for the purposes of this provision, parking garage square footage is included;

(f) Approving a development order authorizing development within "wetlands" as defined by Florida Statutes or the Florida Administrative Code.

Policy 1-2.2.8: Transfer of Development Rights. Except as otherwise specifically provided for in this Comprehensive Plan, development rights such as residential density or floor area ratio may not be transferred from one property to any other property or portion of the same property. When a single development site or property has a mix of future land use densities or intensities (floor area ratio) the amount of development proposed shall not exceed the permitted allowances within the specific future land use categories and there shall be no averaging across a development site.

Policy 1-2.3.1: Single-Family Residential. This Future Land Use Map designation is designed to indicate areas to be developed for single-family residential uses and the compatible zoning districts for such future land use designation are the R-1AAA, R-1AA, R-1A and PURD zoning districts. The residential uses intended for these areas include single-family detached housing, accessory units and attached townhouse units. The overall density range shall be up to five (5) dwelling units (DUs) per acre except in the approved PURD areas where the density of single-family, zero lot line or townhouse development maybe increased to eight (8) DUs to the acre but is mediated by the provision of readily useable open space areas. The maximum floor area ratio shall be set at 0.38 (38%) with the potential bonus of 5% to reach a maximum of 0.43 (43%)0.40 (40%) for properties

less than 12,500 sf and 0.35 (35%) for properties over 12,500 sf with a 0.03 (3%) allowance for attic areas upon satisfaction of meeting design incentives and shall include the floor area of above grade, attached and unattached garages.

Policy 1-2.3.3: Medium-Density Residential. This Future Land Use Map land use designation is designed to indicate areas to be zoned for multi-family residential uses. The compatible zoning districts for this designation shall be R-2 or R-3 zoning districts. Included are townhouses, condominiums, and apartments. The maximum density is up to 17 units per acre on such properties. The floor area ratio shall not exceed 110% and as may be governed by the maximum number of stories permitted in the Maximum Height Map within this Future Land Use Element and shall include the floor area of above grade, attached and unattached garages. Townhouse development, meaning a unit where floors one and two or floors one, two and three are interconnected living spaces shall be limited to no more than five units in a building before a break between buildings of at least twenty (20) feet.

Policy 1-2.3.4: High-Density Residential. This Future Land Use Map land use designation is intended for multi-family residential use and is limited to properties approved for this designation prior to January 1, 2017. This future land use designation shall not be approved for or assigned to any property within the City that did not hold this land use designation as of January 1, 2017. The compatible zoning districts for this designation shall be R-3 or R-4 zoning districts. Included in this classification are townhouses, condominiums, and apartments. The maximum density is ~~twenty-five (25)~~ seventeen (17) units per acre. The floor area ratio shall not exceed ~~200%~~ 110% and as may be governed by the maximum number of stories permitted in the Maximum Height Map within this Future Land Use Element and shall include the floor area of above grade, attached and unattached garages.

Policy 1-2.4.3: Central Business District (CBD). This land use designation includes area generally within the Central Business District and the Hannibal Square Neighborhood Commercial District. This future land use category permits ~~the~~ retail business, restaurant, professional office and residential uses up to a density of 17 units per acre that are permitted within the historic downtown core of Winter Park. Properties with this land use classification are zoned C-2. However, this future land use designation cannot be categorized as commercial or mixed use because the unique provisions contained in the land development code such as vertical zoning and the existence of much of this future land use being within a National Register historic District. This designation differs from the other commercial, office or planned development designations in terms of the land use policies for this area which strive to maintain and enhance pedestrian orientation, preserve the scale of the historic premiere retail areas, enhance the eclectic mix of architectural styles, preserve and maintain the mix of retail, office and residential uses, preserve the open space vistas and non-commercialization of historic Central Park and the predominance of small distinctive specialty shops. ~~The maximum mix of residential unit areas within any building shall be included on upper floors and shall not exceed fifty (50%) percent of the total building area, with the residences confined to the upper floors.~~

Policy 1-2.4.4: Maintain the Character & Scale of the CBD. The City shall maintain the character and scale of the Central Business District (CBD), including the Park Avenue Corridor and the Hannibal Square Neighborhood ~~Commercial~~ District by requiring that developments in these

areas consider pedestrian scale the orientation of the buildings to the streets, eclectic mix and use of architectural styles and vistas to Central Park and other open spaces.

Policy 1-2.4.6: Preserve the Pedestrian Scale & Orientation of the CBD. The pedestrian orientation shall be protected by prohibiting new drive-in businesses within the **CBD-2** zoning locations.

Policy 1-2.4.7: Restriction on the Use of CBD Future Land Use & (CBD-2) Zoning. CBD future land use and **CBD-2** zoning may also be permitted on properties abutting Morse Blvd between Capen and Virginia Avenues, abutting New England Avenue between Pennsylvania and New York Avenues, abutting Pennsylvania Avenue between Garfield and Lyman Avenues, or abutting Hannibal Square, East. Central Business District future land use designations or **CBD-2** zoning shall not be permitted by the City for any property outside these designated areas. Properties within the designated areas are candidates for **CBD-2** which may or may not be granted by the City Commission on a case by case basis.

Policy 1-2.4.13: Parking Lots. This Future Land Use Map land use designation includes those lands designated for use as surface parking only to be used by adjacent commercial, office, institutional, or multi-family building(s) and as such the land is limited and restricted to such as a surface parking lot only. This designation is intended to be used in proximity to residential properties in order to allow use of land for surface parking lots but be limited and restricted to the use. As this designation does not permit buildings there is no applicable floor area ratio or residential density, however the land area designated parking lot and restricted to a surface parking lot only, may be included in the land area calculation for the adjoining commercial, office, institutional or multi-family building purposes for the combined development density and intensity of both provided both such portions of the development site are in the same ownership and not divided by an intervening street.

Policy 1-2.4.14: Mixed Use Designation. The City ~~will~~may create a mixed use overlay or district for commercially designated parcels that would be intended to facilitate design and use flexibility to achieve pedestrian scale, innovative transit connectivity and maximizing open space within a commercially viable and architecturally desirable design. Complementary uses may include, but are not limited to retail, entertainment, office, civic and residential uses. The City shall also prepare companion land development code regulations that implement the proposed mixed use overlay or district simultaneously with any policy amendments related to this overlay or district. All policies related to this overlay or district will be subject to a Comprehensive Plan amendment.

Policy 1.2.4.17: Institutional. This Future Land Use Map land use designation includes lands used by governments, hospitals, churches, community centers, schools, utilities and social service agencies serving the public. This designation is compatible with the P.Q.P. and PL zoning districts the intensity of use in the designation is up to a maximum 45% floor area ratio outside of the Central Business District and up to a maximum 200% floor area ratio inside the same as the Central Business District future land use designation inside the C.B.D. If the institutional use that was the basis for such institutional future land use, cease to exist or cease operations, such as a church ending its' operations, then the applicable future land use shall automatically revert to the uses and

densities and intensities permitted by the underlying zoning until such time as the City makes such a formal future land use amendment.

Policy 1-4.4.9: Proposed Annexation Areas. The City has and shall continue to achieve the coordination with Orange County prior to annexing the four unincorporated Annexation Reserve Areas (ARAs) identified below:

3. Annexation Reserve Area #3: Lawndale. ARA #3 is a growth annexation area containing 50± acres and approximately ~~470300~~ residents, is located south of Minnesota Avenue, north of Harmon Avenue, west of Clay Street, and east of Wisconsin Avenue with a section extending north of Minnesota following Jackson Avenue west of Nicolet Avenue and east of Harold Avenue. Annexation of this area would fill in the gap between the existing City limits and the City limits of Orlando to the south.

Policy 1-5.1.1: Preserve Lakefront Estates. To maintain the diversity of sizes of lakefront properties and estates, ~~the City shall prohibit and to strongly discourage~~ the subdivision or split of such properties, ~~to the City Shall~~ preserve low densities along the City's lakefront property, including larger lakefront estates in order to perpetuate the unique character of Winter Park that sets it apart from other cities throughout Florida. The City may, at its discretion, provide variance to this policy in order to allow for the split of lakefront property into two lots when obtaining the historic designation of distinguished historic homes and other historic structures that are built prior to 1950, if the historic designation is achieved, that there is no increase in the number of lakefront lots, and that the lakefront lot is not a 'flag lot'.

OBJECTIVE 1-5.2: Preserve the Quality & Character of Winter Park's Residential Neighborhoods. By recognizing and maintaining the variety of neighborhoods and housing types available throughout the City, the City will protect and conserve the diverse range of residential opportunities.

Policy 1-5.2.7: Subdivision of Lot Splits of Single-Family Estate Properties. The City shall prohibit any subdivisions or lot splits of estate lots (one acre or greater) within areas designated single family residential unless such subdivision or lot split creates estate lots of one acre or greater.

Policy 1-5.2.8: Subdivision of Land and Lot Splits for Non-Lakefront Single Family & Low Density Multi-Family Property. The City shall consider approving subdivision and lot split applications, which are not lakefront properties and which are not estate lots in areas designated single family, low density or multi-family residential, when the proposed new lots are designed at size and density that meet adopted subdivision regulations. In cases of variance requests for lot dimensions, the City shall not approve such lot dimension variances unless the proposed lot sizes are equal to or exceed the median lot size as established for the properties with the same zoning classifications within 300 feet of the subject property in same block as the subject property. The City Commission in consideration of lot subdivision requests may limit the applicable floor area ratio and approve other limitations on the scale and character of the proposed development as a condition of approval in order to preserve neighborhood scale and character.

Policy 1-5.2.9: Lot Consolidations. Lot consolidations resulting in the addition of more than 25 feet of new lot width and results in consolidated new lot sizes greater than 150% of the lot width or lot area standards shall require the approval by the City Commission. The City Commission in consideration of lot consolidation requests may limit the applicable floor area ratio and approve other limitations on the scale and character of the proposed development as a condition of approval in order to preserve neighborhood scale and character.

~~**Policy 1-F-12: Restrictions on Redevelopment of the Commercial "Ahik's" Property at the Northeast Corner of the Pennsylvania/Holt Avenues Intersection.**~~ Redevelopment of the commercial "Ahik's" property at 501 Holt Avenue at the northeast corner of the intersection of Pennsylvania and Holt Avenues shall be sensitive to traffic generated onto Holt Avenue. The scale and height of buildings fronting on Holt Avenue shall be limited to 2 stories (30 feet) in height as a compatible transition from the adjacent areas designated Low Density Residential" on the Future Land Use Map. In addition, the redevelopment of the property shall be compatible with the adjacent historic district.

~~**Policy 1-F-13: Redevelopment of the Commercial "Ahik's" Property to be Concentrated along Railroad & Fairbanks Avenue Frontages While Maintaining Natural Features of the Site**~~ Notwithstanding the heights and densities permitted or conditionally permitted under the existing commercial land use designations, the commercial redevelopment of the commercial "Ahik's" property (as mentioned above) at 501 Holt Avenue, shall be concentrated along the railroad and Fairbanks Avenue frontages while maintaining the natural features of the site, unless an alternative site plan and building layout, not exceeding two stories (30 feet) in height provides a more enhanced visual and sound buffer protections for the adjacent residential properties.

~~**Policy 1-F-17: Orange Avenue Design Guidelines**~~ The City shall consider design guidelines for the Orange Avenue corridor from Orlando Avenue to Fairbanks Avenue in order to protect and maintain the scale and appearance of this gateway corridor.

Policy 1-F-6: Orange Avenue Overlay District The properties within this subarea that are also part of the Orange Avenue Overlay District ("OAO") shall be governed by the OAO policies of the Comprehensive Plan.

Policy 1-G-11: Improvements at Rollins College & other Educational, Non-Profit or Other Institutional Entities to Avoid Adverse Impacts on Surrounding Residential Areas
Improvements or expansions to the buildings and facilities of Rollins College and other educational, non-profit or other institutional entities shall conform to existing Comprehensive Plan policies, including but not limited to the Future Land Use Map as well as Winter Park zoning regulations and standards and shall not negatively impact the surrounding residential areas. Within the Rollins College campus of 1000 Holt Avenue south of Fairbanks Avenue, there shall be permitted a floor area ratio of up to 100% in order to provide for on-campus parking structures, as may be approved by the City Commission.

Policy 1-H-6: Non-Residential Use on Certain Segments of Comstock Avenue, New England Avenue & Symonds Avenue A change to Non-residential land uses and zoning on Comstock Avenue between Denning Drive and the Railroad, on New England Avenue between Denning Drive and Pennsylvania Avenue and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues shall be deemed to be in conflict with the Comprehensive Plan.

Policy 1-H-7: Non-Residential Use on Certain Segments of New England Avenue & Symonds Avenue A change to Non-residential land uses and zoning on New England Avenue between Denning Drive and Pennsylvania Avenue and on Symonds Avenue between Capen Avenue and Denning Drive and Pennsylvania Avenues shall be deemed to be in conflict with the Comprehensive Plan.

Policy 1-H-18: Limitation on Building Heights on Morse Boulevard In order to maintain the historical development scale along Morse Boulevard, no property or building with frontage on Morse Boulevard from Virginia Avenue to Denning Drive shall exceed two stories in height or 35 feet in height.

Policy 1-H-19: Limitation on Building Heights on Pennsylvania Avenue In order to maintain the historical development scale along the non-residential portions of Pennsylvania Avenue, outside the New England core, no property or building with frontage on Pennsylvania Avenue from Welbourne Avenue to Canton Avenue shall exceed two stories or 35 feet in height.

Policy 1-H-20: Orange Avenue Overlay District The properties within this subarea that are also part of the Orange Avenue Overlay District ("OAO") shall be governed by the OAO policies of the Comprehensive Plan.

Policy 1-J-15: Orange Avenue Overlay District The properties within this subarea that are also part of the Orange Avenue Overlay District ("OAO") shall be governed by the OAO policies of the Comprehensive Plan.

Policy 1-K-2: Plan to Convert the City's Tree Farm into a Park Site & Encourage its Funding or Alternate Development The City shall plan to convert the City's Tree Farm into a park site as conditions and financial opportunities permit or the City shall consider alternate development proposals with the proceeds from such a property sale funding the acquisition of park lands in locations more readily usable by city residents. The City shall strive to provide funding to implement the land conversion process, including development of the park site.

Policy 1-L-12: Establishment of the West Fairbanks Study Area The West Fairbanks Study Area is hereby defined as the area south of Fairbanks Avenue, east of Interstate 4, north of Minnesota Avenue and Oglesby Avenue, and west of Nicolet Avenue. As shown on Map FLUM 1-23a, the West Fairbanks Study Area includes three subareas: the Triangle, the Center, and the Industrial.

Policy 1-L-13: Provide for and Encourage the Redevelopment of the West Fairbanks Study Area The City shall consider the annexation of properties within the West Fairbanks Study Area to encourage redevelopment.

Policy 1-L-14: Provide for Infrastructure Improvements South of Fairbanks Avenue The City shall encourage the provision of infrastructure improvements within the West Fairbanks Study Area through a combination of private construction and proportionate share payments.

Policy 1-L-15: Density within the West Fairbanks Study Area Properties with the Commerce Future Land Use Map designation within the West Fairbanks Study Area shall be allowed to redevelop at a maximum of seventeen (17) dwelling units per acre without the requirement to provide vertically-integrated commercial uses. Density bonus pool units may be used to exceed seventeen (17) dwelling units per acre through the provision of offsite infrastructure improvements.

Policy 1-L-16: Establishment of the Density Bonus Pool The City shall establish a density bonus pool to encourage the redevelopment of the West Fairbanks Study Area. The intent of this bonus pool is to incentivize offsite infrastructure to the benefit of existing property owners and the City of Winter Park. The density bonus pool shall allow for consideration of up to twenty-five (25) dwelling units per acre and a 1.0 floor area ratio (FAR) for the Study Area.

Policy 1-L-17: Allocation of Density Bonus Pool Units Properties within the West Fairbanks Study Area shall be eligible for the density bonus pool through the provision of offsite infrastructure by subarea. Eligible infrastructure by subarea includes:

1. Triangle Subarea: Road improvements for Formosa Avenue, wastewater infrastructure, shared stormwater ponds
2. Center Subarea: Road improvements for Kentucky Avenue, Oglesby Avenue, Formosa Avenue, and Clay Street; wastewater infrastructure, shared stormwater ponds
- 1.3. Industrial Subarea: Road improvements for Clay Street, Cherry Street, Harold Avenue, Jackson Avenue, and Nicolet Avenue; wastewater infrastructure, shared stormwater ponds

~~**Policy 1-9.1.6: Multi-Modal Transportation Impact Fee**~~ The City shall establish a multi-modal transportation impact fee requiring development projects to contribute towards the costs of design, engineering, permitting and construction of transportation and mobility projects. Development and redevelopment within the OAO will be required to pay multi-modal transportation impact fee(s) in accordance with the ordinance to be adopted by the City. In the event such multi-modal transportation impact fee is not effective at the time that a development project within the OAO is requesting a conditional use approval, the owner and developer of such project shall enter into an agreement with the City addressing the project's contribution to transportation and mobility infrastructure impacted by such project as one of the conditions for conditional use approval, if approved. Any such agreement will provide credits for any multi-modal transportation impact fees that are ultimately paid by the development project.—

Chapter 2

Transportation

OBJECTIVE 2-1.1: Safe & Balanced Multimodal System ~~By 2023, T~~the City shall ~~create-adopt~~ a ~~Mobility-Transportation Master~~ Plan that promotes and supports the broad transportation needs of the community.

Policy 2-1.1.1: Multimodal Activities The City defines mobility as the provision of multiple opportunities or choices in transportation ~~modes-options~~ for travel within and to/from the City through a multi-modal transportation system. The general hierarchy of modes is 1) walking, 2)

bicycling, 3) transit (bus and rail), and 4) private vehicles. The primary focus or overall mobility strategy is on the minimum provision of facilities for all modes and the connectivity based upon the mode hierarchy. Where adequate facilities exist for all modes, the City will prioritize enhancing the quality and integration of the facilities based upon the mode hierarchy.

Policy 2-1.1.2: ~~Implementation Guidelines~~Transportation Master Plan At a minimum, the City's ~~Transportation Master Plan will shall~~ incorporate the following principles ~~into the City's Mobility Plan and~~ under applicable sections of the City's Land Development Code regulations:

- Complete streets ~~criteria~~and Roadway Reconfigurations
- Interconnected street ~~& traffic signal~~ network
- Access management
- The City's ~~Pedestrian and Bicycle Circulation Plan (as updated)~~Shared Use Path and Greenways
- Transit ~~& Rideshare~~ opportunities through Lynx, SunRail and other providers
- Freight ~~mobility~~& Truck Routes

Policy 2-1.1.3: Provide a Bicycle Circulation System The City, in partnership with Orange and Seminole Counties, MetroPlan Orlando, and other local and state agencies, will continue to plan, fund and construct a network of bicycle facilities, as depicted in the ~~Winter Park Pedestrian and Bicycle Circulation~~Transportation Master Plan ~~as amended~~, to increase the non-motorized transportation system.

Policy 2-1.1.5: SunRail Coordination The City's ~~Mobility~~Transportation Master Plan will prioritize and encourage the use of SunRail through enhanced sidewalks, improved and new bicycle facilities, other multimodal first mile/last mile facilities, and greater use of technology in support of mobility.

Policy 2-1.1.6: Tree Canopy & Landscaping Along Transportation System Recognizing the integral part of the City's tree canopy and landscaping along ~~the~~ rights-of-way, the City will seek to protect the existing canopy and landscaping, and expand ~~it~~them where possible in support of the ~~Mobility~~Transportation Master Plan.

Policy 2-1.1.7: Support the Development of a Regional Trails System The City will coordinate with MetroPlan Orlando, the Cities of Orlando and Maitland, and Counties of Orange and Seminole, to identify, program, and fund pedestrian and multiuse trails within the City limits as part of a regional trails system. ~~In particular, bicycle facilities in the City shall connect to regional facilities, including connections between the Dinky Line Trail and trails within Mead Gardens, and the Cady Way Trail and the Cross Seminole Trail. The proposed trail systems within the City limits are identified in the Transportation Master Plan.~~

Policy 2-1.1.8: Facilitate Regional Transit at National Passenger Rail Station The City will work with FDOT, LYNX and the ~~N~~ational ~~Railroad P~~assenger ~~Corporation~~rail system (AMTRAK) to continue transit service that links national passenger rail users with major destinations in the City and region.

Policy 2-1.1.9: ~~Constrained Facilities~~Redevelopment within the Transportation Network ~~The City designates all roadways within the City as Constrained (no additional through lanes shall be added), except for Interstate 4.~~ A comprehensive transportation study shall be required for all

development or redevelopment within the City along these facilities, and if the adopted level of service cannot be met under current or future configuration, the City will determine the mitigating improvements.

Policy 2-1.1.10: Functional Classification The City recognizes the roadway Functional Classification established by the Florida Department of Transportation, MetroPlan Orlando and the Federal Highway Administration; and the City will determine the Function Classification of any additional roadways, utilizing the FDOT's Functional Classification guidance manual.~~designates additional roadways as City Collectors as illustrated in the data, inventory and analysis section of the Transportation Element.~~

Policy 2-1.1.11: Level of Service Standards The City established the following Level of Service (LOS) standards based on the tables below:

Pedestrian Level of Traffic Stress~~OS~~ Standard LOS-CLTS 2
 Bicycle Level of Traffic Stress~~OS~~ Standard LOS-CLTS 2
 Transit Level of Service~~OS~~ Standard LOS D
 Roadway Level of Service~~OS~~ Standard LOS E

Pedestrian Level of Service Thresholds			
FUNCTIONAL CLASSIFICATION	SIDEWALK COVERAGE		
	LOS-C	LOS-D	LOS-E
Arterials & Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	0% to 100%	N/A	N/A

Bicycle Level of Service Thresholds			
FUNCTIONAL CLASSIFICATION	PAVED SHOULDER/BICYCLE LANE/TRAIL COVERAGE/SHARROW		
	LOS-C*	LOS-D	LOS-E
Arterials & Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	0% to 100%	N/A	N/A

*LOS-C can be achieved by providing equivalent bicycle facility parallel to subject roadway.

Transit Level of Service Thresholds				
SIDEWALK COVERAGE	TRANSIT VEHICLES			
	PEAK HOUR IN PEAK DIRECTION			
	LOS-B	LOS-C	LOS-D	LOS-E
0% to 84%	≥5	≥4	≥3	≥2

85% to 100%

≥4

≥3

≥2

≥1

The City recognizes the appropriate method for measuring roadway level of service as the methods described in the latest Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Other acceptable methods include evaluating level of service using the FDOT 2012 Multimodal Quality/Level of Service Handbook, ~~(including FDOT programs such as ARTPLAN), and MetroPlan Orlando's Travel Time Runs.~~ The acceptable K factors and D factors shall be the most recently measured values at the location being evaluated. Values for future conditions shall be determined by the ~~City's Traffic Engineer~~ Public Works & Transportation Director or his/her designee. The City shall consider level of service calculations based on more in-depth studies of roadway operation, as these are available, provided that such studies are prepared in a professionally acceptable manner and, if necessary, are subjected to independent review and confirmation. Such studies may be performed by regional agencies, the City and/or individual developers subject to the stipulations herein.

Policy 2-1.1.12: Monitoring The City shall monitor, evaluate and appraise the implementation of its ~~Mobility Transportation Master Plan. In addition, the,~~ the City shall annually ~~collect update, as needed,~~ the following information

- Pedestrian levels of ~~traffic stress~~ service
- Bicycle levels of ~~traffic stress~~ service
- Transit levels of service, including SunRail ridership
- Crashes involving vehicles, pedestrians & bicyclists

OBJECTIVE 2-2.1: Safety For All Modes Of Transportation The City shall provide the safest ~~possible~~ feasible transportation network using all means necessary including development review, technology and redesign.

Policy 2-2.1.2: Pedestrian & Bicycle Safety The City will annually review the FDOT Safety Office Geographic Information System Crash Query Tool, Signal Four Analytics, and Metroplan Orlando Crash Data Dashboard to identify locations with multiple pedestrian or bicycle crashes and initiate studies to identify potential improvements to improve the safety for pedestrians and cyclists where warranted.

Policy 2-2.1.3: Roadway Safety The City will annually review the FDOT High Crash Locations Web Application, Signal Four Analytics, and Metroplan Orlando Crash Data Dashboard to determine if any high crash intersections or facilities are located in the City and if so, will initiate a study to identify potential improvements to increase the safety of the roadway or intersection.

Policy 2-2.1.2: Cross Access & Access Management To maintain ~~or improve~~ mobility and ~~improve~~ safety on roadways, sites shall be designed to manage access to roadways. These access management techniques and activities may include, but are not limited to:

- Direct, cross access, connections to all adjacent parcels (except parcels with single family zoning);
- No inherent right of direct access to arterial streets for out-parcels, unless such access is the only access available to the property;
- Design that directs primary access toward adjacent Collector and Local level facilities, with limited secondary access to the adjacent State roadway;
- Limitation of access points to one major access point or curb cut along each roadway frontage; additional access and egress points may be granted, based on site characteristics or as considered appropriate by the Traffic EngineerPublic Works and Transportation Director or his/her designee and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street.

GOAL 2-3: PURSUIT OF TECHNOLOGY & INNOVATION

The City will aspire to be ~~the premier~~ leading community within Central Florida using advanced technology and innovation to create a safe and efficient transportation system.

Policy 2-3.1.1: Intelligent Transportation System The City will continue to coordinate with regional partners to invest in Intelligent Transportation System (ITS) solutions to improve the efficiency of the ~~arterial roadway system~~regional Transportation Network as well as cross streets which serve local traffic. The ITS will ~~consider include Emergency Vehicle and Bbus priorities~~ and improved pedestrian crossingsenhance bicycle and pedestrian mobility.

Policy 2-3.1.2: Website & Smart Phone Apps The City will consider investing in website and smart phone apps which enhance mobility for pedestrians, bicyclists, transit riders, automobiles and freight delivery; as well as providing real time information for parking, and other transportation related activities.

Policy 2-3.1.3: Automated Vehicles The City will continue coordinating with its regional partners to understand the latest technology of automated vehicles. The City will consider improvements to support automated vehicles which promote improved safety and efficiency.

Policy 2-3.1.4: Innovative Transportation Services The City will continue coordinating with its regional partners to understand the latest technology of innovative transportation services. The City will consider improvements to support existing and evolving innovative modes of transportation, such as bicycle sharing programs, Uber, Lyft and other such services.

Policy 2-3.1.5: Alternative Fuel The City will continue to support alternative fuel vehicles through the encouraging of the provision of charging stations throughout the City.

~~**Policy 2-4.1.2: Mobility Fees** Within 24 months of adoption of the City's Mobility Plan, the City will explore the use and implementation of a mobility fee as a means to fund improvements to the Mobility Plan.~~

Policy 2-4.1.3: Regional Mobility Strategy The City currently has agreed to contribute local funding for SunRail, which is a cornerstone of the regional mobility strategy. In order to continue this

partnership and cooperation, the City commits, on a proportional basis, to program and budget revenue ~~on other for~~ regional improvements within the City limits, ~~which are~~ These regional mobility strategy efforts will be consistent with ~~our Mobility the Transportation Master Plan, coordinating the and the~~ City's Five-Year Capital Improvements Plan. In addition, with the City will coordinate with MetroPlan Orlando on improvements identified in ~~MetroPlan Orlando's their~~ Transportation Improvement Program (TIP) and Long Range Transportation Plan. The City will continue to work with the Florida Department of Transportation (FDOT) in the planning, ~~implementation~~ and operation of SunRail.

Policy 2-4.1.4: Participate in Regional Transportation Planning Efforts In order to pursue funding for the City's ~~Mobility Transportation Master~~ Plan within the regional transportation system, the City will continue to ~~develop maintain~~ its partnership with FDOT, MetroPlan Orlando, and Orange County, to ensure that the City's ~~Mobility Transportation Master~~ Plan is incorporated into MetroPlan Orlando's Long Range Transportation Plan.

Chapter 3

Housing

OBJECTIVE 3-2.0: Conformance to the Live Local Act and Local Methods for Implementation of Affordable and Attainable Housing. As the city embodies the characteristics of a true city, that includes a population comprised of economic diversity, and as such, the city shall adopt methods s to fund and implement local desires for affordable, workforce and attainable housing generally and in compliance with the Florida Live Local Act.

Policy 3-2.0.1: Adopting Minimum Standards for the Provision of Affordable Housing Within the City. The City adopts a minimum standard that five (5%) percent of all new housing units shall be low income or moderate/attainable income housing per the definitions of Florida Statutes 420.0004 and as otherwise referred to as affordable, workforce and attainable housing.

Policy 3.2.0.2 Defining Providers of Affordable Housing. In measuring the extent to which the goal of providing five (5%) of all new housing units as affordable or workforce housing, the City shall count in each calendar year the number of units produced/permitted by public, private and non-profit entities versus the total number of units produced/permitted in that calendar year.

Policy 3.2.0.3 Implement an Inclusionary Housing Ordinance. The City shall within one year of adoption of this Comprehensive Plan adopt an inclusionary housing ordinance to assist in meeting the affordable housing goals of the city in accordance with the enabling authority granted by Florida Statute 125.0103 (c).

Policy 3.2.0.4 Provide Alternative Methods of Compliance with an Inclusionary Housing Ordinance. The City shall provide alternative methods of compliance for any inclusionary housing ordinance requirements such as credits or fee-in-lieu mechanisms that provide financial incentives for the provision of affordable housing by other public, private or non-profit housing providers.

Policy 3.2.0.5 Mandate Continuation of the Housing Linkage Fee Program. In accordance with the Winter Park Housing Nexus Study and the adoption of the Housing linkage fee, the city shall maintain such a housing linkage fee at the rate of one dollar per square foot for all retail/office/business new construction and significant renovations and two dollars per square foot for all new food service/restaurant new construction and significant renovations. Such fees may be increased by the City Commission if deemed necessary but shall not be decreased below these amounts unless this policy is amended or repealed.

Policy 3.2.0.6 Implementation of the Live Local Act. The City shall implement the provisions of the Live Local Act pursuant to Florida Statute 166.04151 and shall provide criteria and standards for certification of compliance with the Act in order to foster implementation of the Live Local Act legislation.

Policy 3.2.0.7 Enabling Accessory Dwelling Units. The City shall within one year of adoption of this Comprehensive Plan, explore providing in the Land Development Code for the allowance for accessory dwelling units as market-rate, affordable, workforce or attainable housing subject to the future provisions of such code, as may be established including architectural standards to ensure compatibility with the primary home and the neighborhood and shall also consider incentives for the creation of such.

Policy 3.2.0.8. Incentives for Accessory Dwelling Units in the CRA. Within the CRA, the City shall explore providing financial incentives for the creation of accessory dwelling units from CRA revenues beginning in 2027.